



MAY 2006

**Department of Public Works & Transportation's
Division of Capital
Development**

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The Plan Ahead is a project
newsletter published by the
Department of Public Works &
Transportation (DPWT).

Douglas M. Duncan, County Executive

THE PLAN AHEAD

Arthur Holmes, Jr., Director, Department of Public Works & Transportation

DPWT Begins Evaluation of Seven Locks Road for Sidewalk and Bikeway Facilities

The safe and efficient accommodation of pedestrians and cyclists along the roadway is equally important as provisions for vehicles. In Montgomery County, the Department of Public Works and Transportation (DPWT) believes sidewalks, shared-use paths, and bike lanes enrich the livability of a community and serve as critical facilities in the transportation network by providing multi-modal access to neighborhoods, transit, commercial districts, schools, and recreation areas.

Accordingly, DPWT has initiated a Phase I Facility Planning Study to evaluate sidewalk and bikeway facility improvements along Seven Locks Road from Montrose Road to Bradley Boulevard. The study is also analyzing a planned bikeway on the south side of Montrose Road from Seven Locks Road to the I-270 ramps. In addition, the need for left turn, acceleration and deceleration lanes along Seven Locks Road at Bells Mill Road, Muirfield Drive, and Grand Teton Drive is being evaluated.

The purpose of this newsletter is to provide a brief overview of this project and to invite you to attend the public meeting scheduled for:

**Wednesday, June 7, 2006
7:00—9:00 pm
Heights School, Chesterton Hall
10400 Seven Locks Rd
Potomac, MD 20854-4085**

For more information, contact the Project Manager, Aruna K. Miller at 240-777-7194.

SEVEN LOCKS ROAD

Seven Locks Road is a two-lane arterial roadway with a posted speed limit of 35 miles per hour (mph), except for a stretch of roadway between Postoak Road and Ivymount Road where the speed limit decreases to 25 mph. The roadway is typically within an 80' right-of-way with widening at the major intersections to accommodate the additional lanes. While there are intermittent pedestrian facilities provided along Seven Locks Road, there are no existing designated off-road bicycle facilities along this corridor.



Seven Locks Road is fronted by residential homes and provides access to pedestrian generators such as four schools, four parks, Cabin John Mall, nine places of worship and over twenty-four bus stops.

MASTER PLAN RECOMMENDATIONS

The 2002 Potomac Subregion Master Plan recommends a Class I Off-Road Shared Use Path and a Class II On-Road Bike Lane along Seven Locks Road from River Road north to Wootton Parkway (Route No. PB-15), which encompasses this project's Study Area.

The study also uses Maryland-National Capital Park and Planning Commission's (MNCPPC) March 2005 Countywide Bikeways Functional Master Plan as a guide for improvement needs

Seven Locks Road Facility Planning Phase I Study

along Seven Locks Road within the Study Area. It is important to note that the Bikeways Plan introduces a new type of bikeway, *Dual Bikeway (DB-3)*, which is recommended for this corridor. The Dual Bikeway features both Class I Off-Road Shared Use Path and Class II On-Road Bike Lanes.

A Class I Off-Road Shared Use Path is physically separated from vehicular traffic by an open space or barrier and is generally eight to ten-feet wide. A Class II On-Road Bike Lane on the other hand is typically a five-foot wide portion of roadway designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

PROJECT PURPOSE

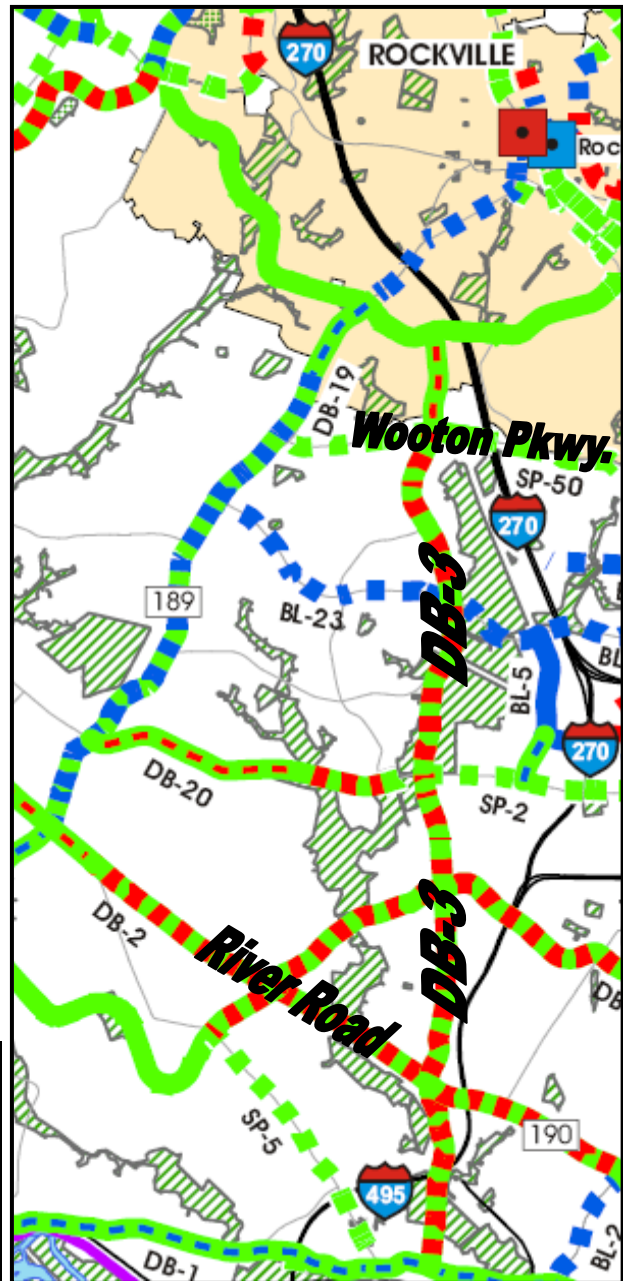
The purpose of the Seven Locks Road Phase I Sidewalk and Bikeway Study is to promote and enhance two-way bicycling and continuous pedestrian facilities between residential neighborhoods and community facilities, improve access to transit stops and commercial facilities, and to promote a safe environment for pedestrians in the Study Area.

PROJECT NEED

The proposed sidewalk and Class I/Class II bikeway facilities are needed for several reasons, including demand, connectivity to existing and planned pedestrian and on- and off-road bike facilities, and access to major destinations (community facilities, commercial destinations and transit services) along and beyond the Study Area, as recommended in the 2002 Potomac Subregion Master Plan and 2005 Countywide Bikeways Functional Master Plan.



The illustration to the right shows the 2005 Countywide and Bikeways Functional Master Plan's proposed Dual Bikeway (DB-3) along Seven Locks Road between River Road and Wooton Parkway.



Your Comments are Important to DPWT



In case you cannot attend the scheduled public meeting, DPWT encourages you to provide your concerns on the postage-paid *Public Comments Form* that is included with this newsletter or if you have access to the internet, you may directly e-mail your comments to:

aruna.miller@montgomerycountymd.gov

Public input is the key to an effective planning process for it allows decision makers and elected officials to understand the concerns of the community. Once received, your comments become part of public files. Additionally, your comments may be included and/or summarized in the *Seven Locks Road Sidewalk and Bikeway Project Prospectus*. Due to the high volume of comments we receive, DPWT regrets that responses will not be provided to all comments received.



THE LIFE OF A TRANSPORTATION PROJECT

FACILITY PLANNING—PHASE I

Collect data, obtain public input, develop concept plans, evaluate and select preferred alignment, cross section and/or improvements (Recommended Alternative) and obtain Director's approval.



FACILITY PLANNING—PHASE II

Develop 35% design plans, cost estimate and project schedule.



Submit to County Council for approval to include in Capital Improvement Program (CIP).



If approved for full funding and is included in the CIP, complete final design and construction.

■ Currently Funded
□ Not Funded

Frequently Asked Questions

Q: Why is it important for me to attend this meeting? DPWT believes that public input is the key to an effective planning process because it allows decision makers to understand the needs of the community. DPWT always encourages the public to attend any of our public information meetings. The public meeting will allow a forum in which you can learn more about the project and how it may directly impact you or your property, and provide an opportunity to voice your concerns.

Q: What should I expect at the public meeting? At the public meeting you will get an opportunity to meet the representatives from the different agencies who are a part of the Study Team. A presentation will be made that will give a brief overview of the Facility Planning process for the Seven Locks Road Sidewalk and Bikeway Study, collected data will be shared and a discussion period to understand the concerns and ideas that the community would like to share before the concepts are developed.

Q: What if I can not attend the meeting? Is there any other way that I can be certain that you will receive my input? We certainly understand that your schedule may not permit you to attend the public meeting. You may, however, share your comments by completing and returning the postage-paid *Public Comments Form* and by contacting the Project Manager, Aruna Miller by:

PHONE: 240-777-7194

FAX: 240-777-7277

E-MAIL:

aruna.miller@montgomerycountymd.gov

MAIL:

DPWT-Division of Capital Development
101 Monroe Street, 9th Floor
Rockville, Maryland 20850

Q: What is Facility Planning? Facility Planning for transportation improvements is an evaluation process that furnishes design plans which are approximately 35% complete. It is managed in two phases. Phase I addresses two essential questions:

- What will the improvements be?
- Why are the improvements necessary?

Phase II addresses:

- How will the improvements be performed?
- How long will the design/construction take?
- How much will the improvements cost?

The components of both Phase I and II provide enough information for elected officials to determine whether or not the project is justified to be fully funded for design and construction.

Q: Where is the Seven Locks Road Sidewalk and Bikeway Study in the Project Process?

Seven Locks Road Sidewalk and Bikeway Study is in Facility Planning, Phase I, which is the beginning of the analysis. Phase I generally provides 15% design and involves:

1. Collecting background data, reviewing the Master Plan and identifying pending developments within the project limits;
2. Obtaining public input;
3. Developing concept plans;
4. Selecting Recommended Alternative.

Q: What happens after this meeting? Your comments and concerns from this public meeting will be taken into consideration as the Study Team develops various concepts. A second public meeting will be held late this Summer/early Fall to share the concepts with the community. The concept that best addresses the project's purpose and need and addresses the concerns of the community will be selected by the Seven Locks Road Study Team. A newsletter informing the community of the Recommended Alternative will be mailed.

Q: Who receives this newsletter?

The newsletter is mailed to Home Owner Associations representing the subject Study Area and property owners directly abutting the subject roadway whose names appear on the County's Geographical Information System (GIS) database.

If you would like to receive future newsletters on the Seven Locks Road Sidewalk and Bikeway project, DPWT would be pleased to have your name added to the project's mailing list. Please contact Marsha Wheeler-Christ at 240-777-6174 or e-mail her at marsha.wheeler-christ@montgomerycountymd.gov.



Department of Public Works and Transportation

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Transportation Planning & Design Section
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Please join DPWT,
Wednesday, June 7, 2006
7:00-9:00 pm
Heights School, Chesterton Hall
10400 Seven Locks Road
Potomac, MD 20854

Division of Capital Development

The Division of Capital Development (DCD) is responsible for planning, engineering, and constructing Montgomery County's infrastructure to the highest safety and performance standards possible while paying close attention to citizen's input, environmental and economic concerns. Today, DCD is responsible for more than 2,000 miles of primary and secondary roads and more than 253 bridges. DCD employs over 100 staff members, with varying skills and backgrounds. DCD has three main sections: Planning, Design and Construction.



Bruce Johnston, Chief